The Atlantic Observer

Naval Facilities Engineering Command, Atlantic Division

Vol 39, No. 4 **Naples, Italy Norfolk, Va. Philadelphia, Pa. Washington, DC** **Fall 2002**

LANTDIV's CONCAP contractor works on urgent runway repairs at Aviano AB, Italy. Story on page 8.

Guiding Philosophy and Expectations

Rear Adm. Michael K. Loose
Atlantic Division Commander

As I stated at the Change of Command and in my first "All Hands" e-mail, I am extremely proud to lead and serve YOU - the extraordinary employees of Atlantic Division - and I pledge to each of you my total commitment and my very best support.

I have an involved, collaborative leadership style and I am very eager to participate, learn, fully understand, get involved, and to open doors/create opportunities for you. I have an open door policy, which means that you are always welcome to see me on an issue, but I expect you to first address your concern with your supervisor and the chain of command. I will tour and visit your spaces to support policy, observe performance, socialize, and to support the hard work and efforts of the LANTDIV team. These tours are a source of inspiration and energy for me and give me the opportunity to really get to know you. I will provide feedback, when appropriate, via the Chain of Command. I am responsible for the establishment of policy and high standards and will emphasize priorities (target key issues). I will build a strong, professional "Outside Network," advocate LANTDIV's interests, and continuously promote the LANTDIV team.

I truly expect to "Walk the Talk" of the Guiding Philosophy and Expectations. It is based on my strong belief that the human element is our most important consideration and the job of the commander is to set the tone and create a command climate for each and everyone to excel. LANTDIV will grow exponentially as a direct result of your individual/team growth, enthusiasm, and energy.

My focus will be based on two major objectives:

1. You become truly indispensable to our Clients and key/critical to their mission accomplishment. You ensure our stakeholders are "Ready" and that they reach/maintain the highest state of readiness and mission accomplishment. You are fully empowered and make bold decisions/ take risk and aggressively create and exploit every opportunity to improve the support to our Clients. This includes the rapid development and implementation of initiatives to shape the shore infrastructure of the future, reduce its costs, and significantly improve its efficiency and effectiveness. We do much more than deliver products and services that exceed our Clients' expectations and meet the timeframes they set at the most competitive prices...we are the visionary leaders that shape the future shore establishment and are aggressively sought for solutions to the toughest problems and as the ones who "make it happen."

Rear. Adm. Michael K. Loose

2. Create a lasting, genuine Community Management culture where we maximize the personal growth and development of every man and woman on the LANTDIV team. I strongly believe that you are our most important and valued resource and your safety, health, and well-being are absolutely paramount.

Again, I am extremely proud to have been given the special privilege to lead this outstanding Team. It is an honor to serve you as we deliver outstanding service to our Clients while at the same time significantly reducing the shore infrastructure's costs and improving its efficiency and effectiveness.

The Atlantic Observer **is an authorized publication for members of the Department of Defense published quarterly in March, June, Sept. and Dec. by the Naval Facilities Engineering Command, Atlantic Division in Norfolk, Va. Contents of *The Atlantic Observer* are not necessarily the official views of, or endorsed by, the U.S. Government, Department of Defense, or the U.S. Navy. The editorial content is prepared, edited and provided by the Atlantic Division Public Affairs Office located in Bldg. N-21, Norfolk Naval Station. Mailing address is Public Affairs Office, Atlantic Division NAVFAC, 1510 Gilbert St., Norfolk, VA 23511-2699. Telephone (757) 322-8005 DSN 262-8005. Member American Forces Press Service.**

Commander
RDML Michael K. Loose, CEC, USN

Vice Commander
CAPT Michael H. Conaway, CEC, USN

Public Affairs Officer / Editor
John E. Peters

Volume 39, Number 4

Inside:

EFANE honors Speicher and Rhoads

EFA NORTHEAST—In April during EFA NE's annual Earth Day celebration, Jason Speicher was announced as the recipient of the 2002 Richard L. Gillespie Award for Environmental Excellence.

The award, named for EFA NE's former Environmental Department Director, is presented each year on Earth Day. It recognizes an individual in the Environmental Department who has made a significant contribution toward preserving and improving the environment and who demonstrates personal integrity, professional excellence, courage, and dedication.

Jason, a risk assessor in the Restoration Technical Branch, has worked in the Environmental Department since July 1998. During the past year, he has been the lead risk assessor at nine Navy installations in the EFA NE area of responsibility. Jason consistently exhibits professional excellence and provides outstanding technical support.

Jason's accomplishments extend beyond the daily technical support of a risk assessor. He is heavily involved in several workgroups with NAVFAC, DoD and EPA that are on the cutting edge of the environmental industry. This past year he served as the NAVFAC sediment sub-group leader that is developing guidance manuals for Navy-wide applications. In addition, Jason's input has been incorporated in NAVFAC, Navy and even DoD policy. Jason is a truly deserving recipient of this recognition as Gillespie award selectee for 2002.

Flanked by former EFA Northeast Commanding Officer, CAPT Joe Zorica, right, and former Environmental Department head Dick Gillespie, left, are Al Rhoads, center left, and Jason Speicher, center right, with their awards.

At the same ceremony Al Rhoads was recognized with a Lifetime Achievement Award for 30 years of superior, unparalleled service to EFA NE, the former Northern Division, the Naval Facilities Engineering Command, our clients, and the environmental community. This recognition expressed our appreciation to a colleague for his outstanding career contributions in the naval environmental arena.

To gain this unique distinction, Al was credited with numerous successes and accomplishments in the environmental program extending back into the early 1970's. In helping to develop the Environmental Branch, he realized a need and paved the way for scientific disciplines outside NAVFAC's traditional design and construction core of expertise and was instrumental in recruiting chemists, geologists and environmental scientists, as well as mechanical and chemical engineers. Our successful environmental program using such specialized experience became a template for other EFDs. Al was at the forefront of implementing environmental regulations when everyday brought new challenges and set new precedents. His concern for the environment and commitment to excellent customer support remained constant throughout his long career. Al retired from federal service in June.

Kelly Wood named ASCE Fellow

WASHINGTON, DC—H. Kelly Wood, P.E., a general engineer in the LANTDIV Headquarters ROICC Operations Branch, was named a "Fellow" in the American Society of Civil Engineers (ASCE) in August. The designation is considered one of the most esteemed honors Civil Engineers can receive from their peers.

Kelly earned a bachelor's degree in Civil Engineering from the University of Virginia and a MBA from the Wharton Business School. He has been at the Atlantic Division for 17 years. He has served as president and a member of the Board of Governors of the Virginia Section ASCE, and locally as president of the Norfolk Branch.

To be considered for elevation to a Fellow in ASCE, a member must be a registered engineer or land surveyor and have had responsibility spanning at least 10 years while a member of the society. Founded in 1852, ASCE is America's oldest national engineering society.

Components name top engineers

Atlantic Division Headquarters and components announced selections for the Military and Civilian Engineers of the Year in September. The nominees will now compete for the honor of Naval Facilities Engineering Command (NAVFAC) Military and Civilian Engineer of the Year, which will be announced the end of December.

Rich Mathews, a Supervisory General Engineer at Resident Officer in Charge of Construction (ROICC) Portsmouth, was selected as the LANTDIV Headquarters Civilian Engineer of the Year. He earned a bachelor's degree in Civil Engineering from Virginia Military Institute and was recognized for finding engineering solutions to complex and often one-of-a-kind construction problems. These include a $52 million contract to modernize the waterfront at the Norfolk Naval Shipyard; volunteering to coordinate and setup an international construction partnership between the U. S. Air Force and the Netherlands expanding the airfield and related facilities on the island of Curacao; and facilitating over $6 million worth of waterfront construction and repair work at the Norfolk Naval Shipyard including repairs to a failing 100+ year old pier.

Also nominated were: David Armstrong, Mechanical Branch; Paul Briegel, OICC Naples; Brian Cooper, Mechanical Branch; Jeff Creekmore, Civil Branch; Brian Crowder, Structural Branch; Tom Harris, Criteria Office; Jack Weeks, Caribbean IPT; Kevin Whitt, Base Operations; and Chris Wilkins, Specifications Branch.

Commander David Cortinas, Caribbean IPT leader was chosen as the LANTDIV Headquarters Military Engineer of the Year. He earned a bachelor's degree in Civil Engineering from Texas A&M and a master's degree in Civil Engineering from the University of Texas. He was recognized for his management of the design and construction of detention camps and Joint Task Force support facilities at Guantanamo Bay, Cuba. He spearheaded construction of long-term and short-term facilities while coordinating the work of over 700 contractor personnel and 150 Seabee and Marine Engineers. Lt. Cmdr. John White, OICC Naples, was also nominated.

Civil Engineer **Syed S. Ali**, is the EFA Chesapeake Civilian Engineer of the Year. He earned a bachelor's degree in Civil Engineering from the University of Oklahoma and a master's degree in Soil Mechanics from the University of Illinois. He was recognized for geotechnical engineering support and resolving many design and construction issues on major projects in the National Capital Region.

Syed S. Ali

Lt. Miguel Dieguez, ROICC USNA, is the EFA Chesapeake Military Engineer of the Year. He earned a degree in Mechanical Engineering from the U.S. Naval Academy in 1997. He was recognized for his leadership and project management of the last three phases of the Bancroft Hall Renovation at the Naval Academy.

Mike Bellamy, Chief Engineer at ROICC Aviano, is EFA Mediterranean's Civilian Engineer of the Year. He earned a bachelor's degree in Civil Engineering from VMI and was recognized for his management of 23 construction projects at Aviano AB, valued at over $160 million, as part of the U. S. Air

continued on Page 5.

Mike Bellamy

Force's largest peacetime construction program ever. He also served as EFA Med's Deputy for ROICC Operations providing support to ten ROICC offices throughout Europe and Southwest Asia.

Lt. Cmdr. Leaf Ballast, ROICC Sigonella, is the EFA Mediterranean Military Engineer of the Year. He earned a bachelor's degree in Civil Engineering from Texas A&M and a master's degree in Civil Engineering from the University of Texas. He was recognized for his management of $240 million worth of construction at NAS Sigonella including family housing, fuel storage and distribution system, BOQ renovations, water treatment plant upgrade, warehouse construction and the Energy Savings Performance Contract for the Mediterranean.

James Mills, an Environmental Engineer, is the EFA Northeast Civilian Engineer of the Year. He was recognized for his leadership in developing the Environmental Baseline Study in support of the closure and property transfer of Naval Security Group Activity Winter Harbor, Maine.

Lt. Cmdr. Scott Lowe, ROICC New Jersey, is the EFA Northeast Military Engineer of the Year. He was recognized for his leadership in

successfully completing the consolidation of ROICC NJ operations and achieving a very high level of customer satisfaction at Naval Weapons Station Earle and Naval Air Engineering Station Lakehurst, ROICC NJ's two principal customers with significantly different customer needs. His quality customer service and satisfaction enabled ROICC NJ to expand to serve the US Merchant Marine Academy, U.S. Air Force, and U.S. Coast Guard.

ROICC New London team recognized for efforts to employ handicapped workers

ROICC NEW LONDON—Supervisory Contract Specialist Paul Krug, and his team of Barry Liberio, Rhonda Nielsen and Mabel Soohoo, at Naval Submarine Base New London have been recognized as JWOD Champions by the National Industries for the Severely Handicapped (NISH).

The Javits-Wagner-O'Day (JWOD) Program provides employment opportunities for over 36,000 Americans who are blind or have other severe disabilities by orchestrating government purchases of products and services provided by nonprofit agencies employing such individuals throughout the country.

New London has employed more than 35 people who are blind or severely disabled. The work is performed under three janitorial services contracts for various facilities at the Connecticut base.

"The successful implementation of these JWOD contracts is attributed to Krug and his team," said Steve McCarney with NISH. "These contracts consistently receive praise for their excellent performance and meeting or exceeding customer expectations."

P-3 hangar gets suspenders

By Peter Beaudry, Susanne Grant and Ensign Shannon Richardson

ROICC BRUNSWICK—During World War II, three temporary aircraft Hangars were constructed at Naval Air Station Brunswick, Maine. Over 50 years later, two of the "temporary" structures remain in operation. The third was removed in 2000.

One of the hangars still in operation, Hangar 1, was constructed with 26 California Douglas Fir trusses spanning four aircraft bays. In the past 58 years, the wood has dried, connections have loosened, and the trusses have undergone many years of cyclical loading and unloading due to the yearly snow and wind loads. The trusses were originally designed to accommodate a 40-psf live load. But recent structural studies deterined the trusses were only able to support a five to ten psf live load. This equates to three to six inches of snow – not a comfortable margin in Maine. The deterioration of the load bearing capacity was due to creep, shrinkage, cracks and splits in the wood. A large snowfall in 1993 caused a portion of Hangar 1's structural support system to fail.

Brunswick Public Works determined truss repairs were necessary to maintain the structural integrity of the hangar. This would allow the two P-3 Orion squadrorns to safely continue aircraft maintenance operations. A task order under the BOS/JOC contract with J.A. Jones of Charlotte, N.C. was awarded to initiate the repairs before this winter's snowfall.

J.A. Jones recommended installing an exoskeleton structure on the roof that would tie into the existing trusses and support the inner building's roof, much like suspenders holding up a pair of pants. A fast track design and construction plan was approved in March.

The exoskeleton structure consists of 24 steel trusses, each 12.5 feet. tall, 120 feet long, and weighing 18,000 lbs. The trusses span each hangar bay and share a common bearing point at the centerline of the hangar. Diagonal bracing

interlaces the steel trusses forming a complete box truss system on the roof of the hangar, an area of 240 ft. long and 300 ft. wide. The steel trusses are supported by steel pedestals directly attached to the existing wooden columns, reinforced with additional diagonal bracing within the hangar bays. Steel tie-rods spaced every 17.5 feet connect the existing wooden trusses to the exoskeleton structure and are tensioned so that 75 percent of the wood trusses dead load is transferred to the exoskeleton structure.

Cooperation among the ROICC office, the squadrons and the contractor was essential to maintain one bay per squadron for aircraft maintenance to the maximum extent practical. This coordination task, at times, was more challenging than installation of the trusses.

In late September the 60-ft. truss sections began arriving from South Carolina and were assembled on the ground. The assembled trusses were stacked vertically in position for crane placement. Original plans called for the crane to be moved to each of the four quadrants of the building. However, the team determined time could be saved by using a building centerline configuration with the crane located on north and south centerline projections, reducing the time required for crane disassembly, relocation and reassembly. Under this plan the placement radius of the trusses in conjunction with their size and weight required a crane with a luffing boom configuration. J.A. Jones used a 500-ton Demag rough terrain crane furnished by Clark Rigging of Syracuse, N.Y.

Just before crane operations began, after the start of the new fiscal year with the government operating under a continuing resolution, the project nearly came to a screeching halt. There weren't enough funds to cover the modification. Suspending the project at that point would have prevented the work from being completed before the onset of snowfall. Much work had gone into coordinating a four- to -six day window for the truss installation, which If missed, would be very difficult to recover. The lifts required winds less than 24 mph. The specialized 500-ton crane on-site would be lost to work elsewhere if demobilized. Finally, the squadrons had hard operational requirements.

With the technical assistance of Engineering Field Activity Northeast, Navy Region Northeast communicated the critical need to the Atlantic Fleet, which reprioritized this eleventh-hour requirement and provided funding just before the suspension of work was to be delivered to the contractor.

Lt. Huling honored by Navy League

ROICC NEW LONDON—Lt. Doug Huling was nominated for the Navy Officer of the Year Award presented by the Eastern Connecticut Council of the Navy League. Although not selected, he has been invaluable to the Submarine Base New London.

"Doug has performed superbly in this highly operational environment. He is an exceptional officer and one of the CEC's best," said Lt. Cmdr. John Alberghini, Resident Officer in Charge of Construction.

Huling came to the New London Public Works Dept. in October 1999 and was assigned to ROICC in August 2001. He is the project engineer for a $15 million waterfront program to shape the lower base into its most efficient evolution, as well as a $1.1 million building renovation project for submarine squadron staffs.

Huling began his career as a Fire Contolman serving on surface combatants where he was meritoriously advanced to second class petty officer. He attended the University of Oklahoma through the Enlisted Education Advancement Program, earning a degree in Civil Engineering and a commission in the CEC in 1998.

Photo by JOSN Woody Paschall

Chief applauds housing personnel

NAVFAC—In a letter of appreciation to the Naval Facilities Engineering Command's Family Housing personnel, NAVFAC Commander Rear Adm. Michael R. Johnson recognized the housing program, which has been an integral part of NAVFAC for the past 25 years. The Family Housing function transferred from NAVFAC's Atlantic and Pacific Divisions to Naval Forces Europe, the Atlantic and Pacific Fleets on Oct. 1.

"I express my personal appreciation for your dedicated service to the Naval Facilities Engineering Command and the Navy Family Housing Program," Johnson said in a letter to all housing personnel.

"During this time, significant progress has been made in improving the quality of life for service members and their families," Johnson stated. "Through your determination and hard work, the level of housing services and facilities has greatly improved."

"The Navy Neighborhoods of Excellence Initiatives and other programs have set the standards for Department of Defense housing programs, both in facilities and in services. You should be very proud to have been a part of continuing the legacy of this success story," Johnson added.

LANTDIV Commander Rear Adm. Michael Loose and Vice Commander Capt. Michael Conaway joined Housing Director Betty Bates and the housing staffs in Norfolk and Philadelphia on Sept. 30 to mark the last day the Family Housing function would be found in LANTDIV. Rear Adm. Loose presented each employee with a letter of appreciation and a plaque in recognition of their service and dedication.

Aviano completes urgent runway repairs early

By Mike Bellamy, Chief Engineer

ROICC AVIANO—The ROICC Aviano team, coming off five grueling months of 13-15 hour days getting the $33 million Department of Defense School ready for the 2002 school year, takes on and delivers big by completing $5 million worth of airfield pavement and airfield lighting in less than 45 days.

"We faced a formidable task given the fact this work had to be completed during the rainy season and when the 31st Fighter Wing's two F-16 Squadrons were deployed and conducting expeditionary operations in Sardinia and Kuwait," said Lt. Cmdr. Scot Sanders, ROICC Project Engineer responsible for leading the construction effort. "Getting this project completed on-time was the only option because it was costing our Air Force client $1 million per day to keep the fighters deployed down range," Sanders adds.

On Sept. 18, the last F-16 took off and the runway was officially closed for the scheduled 45-day period. The construction contractors, Kellogg Brown and Root, the Atlantic Division's CONCAP Contractor, and GEMMO Impianti, immediately went to work. They worked 15-hour days, seven days a week and battled through periods of adverse weather.

"It rained for the first five days of the project and we thought we were sunk. Fortunately, Joe Woliver from the Atlantic Division Geotechnical and Paving Branch was on the ground with us and we were able to add soil stabilization cement to the base course material and continue the work with minimal impact to the schedule," said Bobby Canady, Supervisory Construction Representative who lead the QA effort for the airfield paving portion of the project.

As work progressed numerous obstacles were encountered but the ROICC team, with Joe Woliver and Horace Miller on the ground providing superb geotechnical and electrical engineering support, quickly adapted and developed solutions that allowed construction to proceed as planned. After nearly 40,000 man-hours were expended to remove and replace 4,000 cubic meters of concrete pavement and 10,000 cubic meters of sub-grade and to install 35 miles of electrical conduit and cable, all runway work was finished four days ahead of schedule on Oct. 28. The first F-16 fighter aircraft from the 31st Fighter Wing touched down Oct. 29.

Like the swallows returning to Capistrano, Bobby Canady, Lt. Cmdr. Scot Sanders, John Henry Green, Mike Bellamy, and Joseph Panigutti watch the F-16s return to Aviano.

"An impressive performance, from start to finish" said Lt. Col. Mike Morris of 31st Fighter Wing's Mission Support Group.

As with any undertaking of this magnitude the ability to achieve this measure success is the collective results and efforts of many people. Atlantic Division employees who contributed to the successful completion of this project included: Lt. Cmdr. Scot Sanders, Project Engineer, Bobby Canady, Supervisory Construction Representative, John Henry Green, Electrical Construction Representative, Karen Carney, Contracting Officer, Joseph Panigutti, General Construction Representative, Laurette Brunner, CONCAP Contracting Officer, Daryl Bryant and Joe Woliver, Geotechnical and Paving Branch, and Horace Miller, Electrical Designer.

Delayed school still a success story

ROICC AVIANO—One of NAVFAC's latest success stories—opening of the newest Dept. of Defense Dependents Schools (DoDDS) Elementary and High School at Aviano AB, Italy—happened Sept. 4 just in time for the start of the new school year welcoming over 1,400 plank-owners (students) to one of the finest education facility in the DoDDs system.

The $33 million facility supports students and faculty in first grade through high school senior with 87 classrooms, two gymnasiums, two libraries, a cafeteria/performing arts hall, music and other special use rooms. The elementary school is in one wing and the junior and senior high schools take up the rest of the four-story building.

Bill Crone was the Project Engineer, Mike Guthrie and Renzo Basso were the Construction Representatives supported by Bobby Canady, Aviano's Supervisory Construction Representative. Roger Hillers, Doug Taylor and Jim Dinsmore from the Atlantic Division's Construction Engineering Branch provided primetime TABS/ACATS support and Paul Wang, Phil Nguyen and Horace Miller from EFA Med provided project management support.

"This project was particularly challenging to bring home - starting with the award to the first (and subsequently defaulted) contractor, the re-procurement, managing the new contractor, missed milestones and a tremendous effort by the NAVFAC Team," said Capt. Darrell Van Hutten, EFA Mediterranean Commanding Officer.

"The effort involved partnering the way partnering was intended - focusing on mutual success," he continued. "We achieved that goal with a delighted client in the form of the Air Force and DoDDS. The NAVFAC/contractor Team, working with school teachers, school administrative staff, and DoDDS staff, over many long hours, delivered a showcase facility as promised. Admittedly, there were a lot of anxious moments and the paint on the high school gym was not quite dry on opening day but all that was transparent to the ultimate customer—the kids."

Aviano project earns AF design award

A project to upgrade the Flightline Main Entry Gate at Aviano AB, Italy won a U.S. Air Forces Europe (USAFE) award for facility design. The gate project was designed by TranSystems (Glenn & Sadler) of Norfolk. Dave Hunt was the project manager and Lt. Marc Doran was the project engineer. Projects submitted for consideration were reviewed by a USAFE Selection Board composed of architects, engineers, and interior designers. The selection board reviewed 21 projects in four categories.

Navy's first hospital re-dedicated during Navy birthday ceremony

The Navy's first hospital building was re-dedicated Oct. 11 during a ceremony that kicked off Fleet Week in Hampton Roads. The $18 million renovation is one of the last phases of a $400 million redevelopment of the medical center that began in 1990. The challeng was to renovate the 170-year old historic building into a modern administrative facility while preserving the historical nature of the original structure.

Work on Building 1 at Naval Medical Center Portsmouth, Va. began on April 2, 1827 and a portion of the building was occupied in July 1830. Construction continued through 1832. The building remained in use as a medical facility until April 1999 when the new Charette Health Care Center opened, and even after a new high-rise hospital was built in 1960.

The original building is "U" shaped, four stories tall, and has a Doric portico above a raised basement (present first floor). John Haviland, a prominent Philadelphia architect, designed it in the Greek Revival style.

In 1907, Washington, D.C. architectural firm of Wood, Donn, and Deming designed the first major renovations and additions to the Naval Hospital consisting of new wings on each side of the original building, extensive interior alterations that included fire proof floors and walls, "modern" heating and lighting systems, the building's first elevators and a fifth floor operating suite with a domed roof.

In 1941, "outside" wings were added to the rear of the 1907 wings. The four-story open balconies on each side of the 1827 wings were removed in 1951 and were replaced by reinforced concrete porch enclosures.

Because Bldg. 1 is an historic structure, much work had to be done before the renovation could start, explained Mike Newbill, LANTDIV Historical Architect. Section 106 of the National Historic Preservation Act requires federal agencies to consult with the Advisory Council on Historic Preservation (ACHP), an independent federal agency and the State Historic Preservation Officer (SHPO) to avoid, minimize, or mitigate undertakings that may affect historic properties. Consultation was initiated in the late 1980's to resolve the effects of the Replacement Hospital project on historic resources at the Portsmouth site. A Memorandum of Agreement (MOA) was executed among the Department of Defense, The ACHP, the Naval Hospital Portsmouth, the Atlantic Division, and the Virginia SHPO.

1907 photo showing open porches on rear wings.

The current renovation, that took Bldg. 1 down to the original walls, was begun in August 1999 and was completed in October 2002. The project was awarded to Snap Contracting Corporation, a local small business contractor. Joe Callahan was the project engineer and Richard Taylor was the construction representative for the Resident Officer in Charge of Construction (ROICC) Portsmouth.

"For a small contractor they have exceeded my wildest dreams with how they finished this job,"Callahan said. "This was true 'partnering' between Snap and the Navy," he added. "Company president John Saafi and project manager Dick Welch were intimately involved from start to finish and took great pride in this job."

The interior and exterior project converts the former four-story hospital into administrative space for the commanding officer and staff, a medical library and patient records. The design includes renovation of original architecture (exterior sandstone, wood trim and staircases); significant asbestos and lead abatement; significant structural upgrades and addition of HVAC systems. The 1941 wings were removed as part of the current project and a pedestrian bridge connecting Bldg. 1 and the Charette Health Care Center was added.

It took a little longer than expected. The contract was awarded for $12.2 million and is now at $18.5 million, "because we had $6 million in changes," Callahan explained.

"Because of the nature of the unforeseen conditions and structural problems, the phasing of the work as planned was not able to be done in sequence," Callahan said. "Complicating factors were the unavailability of as-built drawings for a large portion of the building and the number of modifications that were

During renovvation

done to the building over 170 years that were never documented."

Unforeseen conditions encountered once the renovation began included additional asbestos and lead abatement, structural problems (load-bearing walls had been breached), abandoned underground utility tunnels and old underground facility foundations. Many windows were in worse conditions than anticipated and had to be re-built rather than repaired. Piping, ductwork and conduit conflicts above ceilings were encountered along with roof problems that included termite damage. The 1910 renovation used terracotta tiles in the ceilings for fireproofing. Several previously unknown fireplaces were discovered during the renovation, along with one room that had apparently had a fire. The damage was covered up, but had not been repaired.

The primary feature that retains historic and architectural integrity from the 1827 building is the front façade. It is constructed of Aquia Creek sandstone, the same material used on the White House and the U.S. Capitol, Newbill explained. The stone and its mortar joints exhibited various levels of decay. The selected conservation treatment was to repair the deteriorated stone with special stone patching mortars that matched the physical properties of the Aquia Stone and to coat it with breathable masonry coatings that would not entrap moisture within the wall assembly.

"The historic and architectural integrity of the interior spaces is limited. Although the general organization of the Haviland plan is still evident and the basement storage area below the front steps, called the dungeon, remains largely intact, extensive changes have occurred over time throughout the building," Mike Newbill explained.

According to Newbill, some of these features dating from 1907-1910 that have achieved significance in their own right include the marble entrance vestibule, central foyer and main stairway, and several fireplaces. The current rehabilitation has respected and retained those features. In other areas structural and mechanical alterations between 1910 and the 1990s resulted in loss of historic design integrity.

"Building 1 still effectively expresses an architectural character of impressiveness, dignity, and strength, as well as reflecting the stability of the installation's medical values," Newbill said.

Bldg. 215, the 18-floor high-rise hospital building, is also being renovated for administrative and medical support space as the last phase of the redevelopment. A $45 million contract was awarded to J.A. Jones in March 2000, with a current completion in 2003.

Medical Library after renovation

Navy and local officials open long-awaited Hush House at NAS Oceana

ROICC OCEANA—Naval Air Station Oceana officially opened a $10 million aircraft acoustical enclosure, or hush house, Sept. 16. The new facility was praised by those on both sides of the jet noise debate in Virginia Beach.

The 1,096 square meter, single story steel and concrete facility will permit high power testing of a jet engine while it is installed in an aircraft. The facility can accommodate one F/A-18 or one F-14 aircraft at a time. The facility was completed in November 2001 and able to be used, but problems with the 72-ton doors were not resolved until August.

The facility was designed by Burns & McDonnell, Kansas City, Mo., and built by the W. M. Schlosser Co., Inc., Hyattsville, Md. ROICC engineers were Wirt Shinault and Luke Jackson, and the ConRep was Gene Schoppe. Reggie Turknett, Aircraft Acoustical Enclosure Consultant from the Naval Facilities Engineering Service Center, also provided invaluable expertise.

"I was proud to be associated with this project," said Andrew Schlosser. "I knew it would be a challenge, but the partnering team stayed focused and nurtured teamwork."

Keynote speaker, Congressman Ed Schrock called it "A remarkable solution to jet engine testing that works."

Oceana Commanding Officer, Capt. Cary Silvers called the hush house "A physical example of our commitment to be a good neighbor."

Cutting the ribbon are, left to right, Capt. Eamon Storrs, Commanding Officer, Strike Fighter Wings Atlantic, Capt. Mike Conaway, LANTDIV Vice Commander, Andrew Schlosser, President W.M. Schlosser Co., former Congressman Owen Pickett, Congressman Ed Schrock, Capt. Cary Silvers, Commanding Officer, NAS Oceana, Robert Mandigo, Virginia Beach Vice Mayor, Rear Adm. David Architzel, Commander, Navy Region Mid-Atlantic, and Cmdr. Jeff Gregoire, Chief of Staff, Strike Fighter Wings Atlantic.

Rota infrastructure project kicks off

Journalist Tina Villalobos, Rota Coastline

ROICC ROTA — The Air Force and the Defense Logistics Agency launched a $75 million joint improvement project at Naval Station Rota, Spain, with a groundbreaking ceremony Oct. 29.

The multi-phased En Route Infrastructure project will offer greater efficiency in fueling capabilities, a higher capacity for aircraft parking and enhanced facilities for both aircraft en route to Europe, Southwest Asia and Africa and the naval station.

Air Force Brig. Gen. Mark A. Volcheff described the significance of this project and its location.

"Rota, which is the southern gateway to Europe, is also a key stopping point for the Air Mobility Command, and its aircraft, men and women supporting the causes of NATO and the United States," he said. "The project that we're undertaking here at Naval Station, Rota is absolutely critical to add to the capability of the United States both from an Air Force perspective and a Navy perspective. In the aftermath of Sept. 11, the capability that we needed throughout Europe didn't fully exist. We looked out into the future to see where we needed to further develop, and an obvious conclusion was Naval Station, Rota."

The project was a combined effort between the military service branches and the governments of both Spain and the United States.

"It's a testament to the cooperation within the Department of Defense, between the Navy and the Air Force and between the U.S. Department of Defense and the Kingdom of Spain," said Capt. John H. Orem, commander, Naval Activities Spain.

A pressurized, hydrant fuel system, boasting two 32,000-barrel fuel storage tanks and 16 hydrant outlets will replace cumbersome refueling procedures.

"The hydrant system allows you to refuel an airplane much quicker," said Air Force Col. Daniel Lentz. " For instance, a C-5 might take as many as 10 refueling trucks. If it parks in a hydrant spot, it can be refueled in a third of the time, with less manpower. The introduction of hydrant systems here has improved refueling efficiency for any type of aircraft that comes through, whether it's a 747, C-5, or any type of Navy asset."

There are four phases to the project. The first phase, scheduled for completion in June 2004, involves constructing new buildings. The second phase will be connecting the current fuel delivery system from one end of the base to the other, including existing fuel tanks. The final two phases include constructing an aircraft parking apron, along with building a new engine test pad, a hazardous cargo pad and the new hydrant refueling system. The entire project is slated for completion in 2006.

The plans will result in improvements to the currently cramped tarmac. Once completed, the flight line will be able to accommodate up to 16 wide-body, strategic aircraft.

"It is one of seven Air Mobility Command future bases that fall within an easy reach from continental United States by large body aircraft — to be able to land here, refuel, give their guys an opportunity to get some sleep, get some food, get their crews rested up and then take off and go someplace else," said Cmdr. Scott K. Higgins, Rota Public Works Officer.

"It's a major construction project," Higgins continued. "We're talking about the eventual capability of onloading up to 1 million gallons of aircraft fuel per day, when this gets done; and to be able to park 16 C-5 aircraft out there."

"This is a busy airfield, and our people are very busy trying to keep up with the throughput here," said Higgins. "We certainly cannot jeopardize our current mission to be able to do this construction. So, everything we do, for every step we look at taking, we're taking current operations into consideration to make sure we don't have any conflict."

Five new facilities will be constructed, including a maintenance facility, light aircraft maintenance hangar, a fleet mail center, a refueler shop and a morgue.

"Because of the location of the ramp construction, some buildings need to be torn down," Lentz said. "So these are, basically, just replacement facilities for existing buildings that are here on the base. I think they'll find whether it is the morgue or the fleet mail center, there's the benefit of getting newer, better facilities. There is the interim pain of going through the construction and moving, but with the end result of better facilities all around."

"We're looking forward to getting started," Orem said. "This is going to be a large undertaking, and we're confident it will be completed on time, on schedule, and under budget." (*Navy News Service)*

LANTDIV recruiting on-campus again

NAVFAC is a great place to work

By John E. Peters

In July the *Washington Post* had a story, based on a survey by Penn, Schoen and Berland Associates Inc., that looked at college students' opinions of working for the federal government. While 40 percent of the juniors and seniors surveyed said they were considering a career in government, most felt the federal government was a "boring, old-fashioned and uncaring employer."

Students felt the government was "stuffy, inflexible and had outmoded working practices," while private companies offered more potential for advancement, better salaries, "caring management, family-friendly policies, and the chance to try new things."

Based on my 15 years with this command, I didn't feel this story accurately portrayed how our employees felt about the Atlantic Division. I took an informal survey of employees at LANTDIV HQ, EFA Chesapeake and EFA Northeast who were 'around' 25 years old. Sure enough, their responses varied greatly from the survey results in the *Washington Post* story.

Nearly all liked the ability to travel and most saw clear opportunities for advancement. The variety of the work, professional atmosphere and mentoring program were tops with everyone.

Heather Kosnick, an Environmental Scientist who has worked at both EFA Northeast and EFA Chesapeake, likes the security NAVFAC offers. "Along with the people I work with and the variety of naval activities we support.

Environmental Engineer Kristen Harstad likes living in Washington, the people she works with at EFA Chesapeake and finds "the job is always changing and challenging to keep up with current research/ innovations."

"My job involves a lot of travel and that was very attractive to me. See the world and get paid doing it!" said Christine Eisner, an Entomologist at EFA Northeast. "Working with people from around the world is both challenging and interesting. Being able to meet new people all the time. With my work, I never do the same things. Everyday brings something new. One of the other great things is the people I work with. At EFA NE Environmental we are like one big family."

Laura Rudolph and Paul Bull talk with a student at an Old Dominion University career fair.

The biggest attraction for many recent college graduates was the various training programs available.

"The three-year training program provides a chance to learn the ropes through mentoring, on the job training and rotations," said Contract Specialist, Laura Rudolph. "LANTDIV offers lots of training opportunities, which is very attractive to someone fresh out of college."

"The spectrum of work I am and will be involved in is vast," Allison Henisey said. "By the time my two-year internship is up, I will have worked as a project manager in a ROICC office as well as the Environmental business line. I will also have been exposed to contracting, claims, design, and planning."

"The PDC (Professional Development Center) Program allows me to get experience in several different disciplines," added Civil Engineer Greg Wood.

"There was a set path for me," said Kathryn Crandall, a Community Planner. "After that, the rest is up to me. I'm learning a completely different way to apply the skills I learned in college."

"I like the encouragement to come up with new ideas. I face new challenges daily and am encouraged to find innovative solutions," said secretary Heather McGee, who is working toward a degree at Old Dominion University. "I get encouragement from management to attend training courses to improve my knowledge in job-related fields."

"I like the fact I'm always doing something different," said Shirelle Johnson, a Fire Protection Engineer. "I'm always learning something new and seeing exactly where college courses line up with 'real world' scenarios."

"The Navy gives new employees an incredible amount of responsibility at the onset of their career. I have the opportunity to transfer to almost any field of engineering without leaving my organization. Mobility is encouraged and temporary assignments exist world-wide," said Environmental Engineer Dawn Hayes. "LANTDIV assisted me in gaining a

continued on page 15.

Family finds fun in powerlifting

A family interest in powerlifting has turned into a room full of trophies and several championships for Joe Formato, Supervisory General Engineer for the Resident Officer in Charge of Construction Portsmouth, Genny Caton, a PWC Norfolk employee, and children Adam, age 14, and Michelle, age 10.

In July 2001, the Amateur Athletic Union (AAU) held its Junior Olympic Games in Hampton Roads. Joe noticed the posted results for Youth Powerlifting, and wondered if Michelle, then nine years old, "and proud that she was as strong as the boys in her class," would be competitive.

"I contacted the state AAU Powerlifting chairperson, and she directed us to another powerlifting family and we began training with them for competition in September 2001," Joe said. "Within six months, all of us had taken up training for the sport."

Powerlifting focuses on maximum single repetitions of three different lifts, the full squat, the bench press, and the deadlift. In an AAU sanctioned meet competitors get three attempts at each lift, with three referees judging the performance of each attempt.

"Even if you complete the lift, technical performance faults can disqualify a completed lift," he explained. "The heaviest successful attempt for each of the three lifts are added together for a total score for the competition."

"I have been weight training on a regular basis since college, but had never trained for competition. I quickly found that the sloppy technique I used in the gym would have to change if I didn't want to bomb out in competition," Joe added.

"We've all been fortunate in our competitive attempts, taking a number of first place awards, and setting individual records in our classes." Since Joe and Michelle first competed in December 2001, they have collected 13 first place trophies and four, second place awards.

"I took Adam and Michelle to the AAU Junior Olympics in Knoxville, Tenn. this past August, and Adam got a gold medal, and Michelle brought home the silver for her efforts."

The AAU World Championships were held in Richmond Oct. 26 and 27 with about 300 lifters competing. Genny and Joe each took first place in two classes, Michelle took first place in her class, and Adam took second.

"I ended up not having any direct competition in my age and weight group," Joe said. "However, my total weight was 70 lbs. more than the 35-39 year old competitor in my weight class, so I did OK for being 45-years old."

"We all expect to continue training for the next competition that will probably be held in March 2003. Adam is starting to chase me hard in the squat and has his sights set on catching up to the old man by next spring. Nothing wrong with a little family competition, right?"

A great place to work

continued

master's degree and is helping me obtain a doctorate in my field."

"Knowing that my co-workers and my supervisors have faith in my ability to not only do my job, but to do it well is the best thing about my job," said Andrew Gutberlet, an Installation Restoration Project Manager at EFA Chesapeake. "There has been an incredible amount of responsibility placed on my shoulders. During my 18-months of training, I was given the lead on several projects amounting to well over $1 million. After 18 months, I was placed in the position of managing one of the largest cleanup programs on the east coast."

"LANTIDV has been extremely flexible with my work schedule to accommodate my school and mommy schedule, McGee added. "I couldn't think of a better place to work."

"Working for the government is definitely what you make of it," Eisner added. "If you want your job to be dull, then it will be. If you come in with new ideas and energy you will not be bored and you have the opportunity to move up quickly. As far as 'caring management' and 'family friendly policies,' I think the government would win over any private company."

Probably the strongest endorsement came from Hayes, who said "I can do the right thing when it comes to environmental clean up without the pressures of corporate overhead and profit margins. This elevates my job satisfaction to the top of the chart."

There have been many articles recently about a looming crisis in the federal government with many baby boomers eligible to retire and too few new people coming onboard to replace them. In October LANTDIV resumed on-campus recruiting, reviving a program that has been dormant for many years.

Twenty-one volunteer recruiters visited five universities–Old Dominion, Virginia Tech, University of Virginia, Maryland and NC State—and participated in a couple college career fairs to spread the good word about LANTDIV. Most of the new people, not all will be engineers, will be brought onboard through the PDC and other established training programs. Command-wide there are about 30 intern vacancies among LANTDIV HQ, EFA Chesapeake and EFA Northeast. In addition, the BE and AQ business lines have positions.

EFA NE delivers for Air Force in N.Y.

By Wade Brower
Air Force Material Command

ROICC EAST PA—When Griffiss Air Force Base in Rome, New York closed in 1995, the closure decision stated the Rome Research Site (formerly known as Rome Laboratory) would remain in place at the new Griffiss Business and Technology Park – sparing the local community the loss of many high-paying, technical positions. However, several of the Labs research facilities were World War II era buildings that were expensive to maintain and were not centrally located.

The Air force initially planned a project estimated at twelve million dollars that would renovate an older warehouse in the center of the campus. However, with the help and cooperation of U.S. Rep. Sherwood Bohlert, the Griffiss Local Development Corporation (GLDC) and the New York State Department of Economic Development, matching New York State funds were provided, making it possible to demolish the old warehouse and build a completely new facility.

The new facility, which will be completely owned and built by the Air Force, allows consolidation and collocation of personnel and functional workloads from 15 buildings to five. Overall the modernization plan reduces square footage by 27 percent, while cutting the Air Force's operational costs by more than 15 percent. From New York State's perspective, it provides a main focus and theme for the new business park.

Headquarters Air Force Materiel Command Civil Engineering (AFMC/CE) developed the "Add to and Alter the Intelligence and Reconnaissance Laboratory" project using the Naval Facilities Engineering Command (NAVFAC) as the Construction Agent. This new facility was a FY-00 design-build project with a total cost of $24.8 million, including demolition and removal of the old warehouse.

The project was managed by Engineering Field Activity Northeast with the work being done by ROICC East Pa. from a satellite office in Rome, N.Y. ROICC East Pa. is headed by Lt. Cmdr. Bill King and the Supervisory General Engineer is Vince Martucci. On-site at Rome were Construction Managers Nick Souchik and Nate Price and Contract Specialist Christine Sholz.

Artist's rendering of the new Rome Research Site facility.

"The field folks in Rome are doing a wonderful job, tracking many issues, juggling the balls and keeping the project moving," Cmdr. King emphasized.

MCC Construction Company was awarded the demolition portion of the project in September of 2000. Unfortunately, the demolition schedule started slipping immediately when upstate New York began receiving unusually heavy snowfall for that time of year. The first portion of the demolition, removal of asbestos-containing roof tiles, was delayed while the contractor shoveled three feet of snow and ice from the roof.

Next, there was over 190,000 square feet of four-foot thick concrete slab to demolish and remove from the site. Among the unforeseen conditions encountered in the long concrete slabs were unusually heavy steel reinforcement and asbestos-coated steam pipes, which severely delayed the project. What started out as a 90-day demolition project was finally completed almost one year later.

"This facility was built in the forties," said Nate Price, EFA Northeast Engineering Technician/Project Manager for the demolition. "The concrete and structural items used in those days…you can't find those any more. Also, from the way it was constructed and the workmanship that went into it…It was very obvious when they built these old warehouses….even though they were just warehouses, they were proud of their work. It took a while to take that old building apart. But you could also tell from the water damage and rust in certain spots…it was time to take it down."

While the old warehouse was being demolished, EFA Northeast progressed with the selection process for the construction portion of the project. The potential showstopper - the AF had to accept the $12 million gift from NY State. A team of AFMC/CE, AFMC/FM, EFA Northeast, NY State and Rome Research Site, resolved this by establishing an interest earning Escrow Account and a Memorandum of Agreement with all parties. With this problem solved, all attentions then turned towards award

Continued on next page.

Before construction could begin, a World War II warehouse had to be demolished and more than 190,000 square feet of 4-ft. thick concrete slab had to be removed. AFMC photos

and eventual design.

Due to the nature of the Rome Lab's workload, the branch and division office areas are always expanding or contracting, depending upon the current mission requirements. This ever changing workload meant the facility should be as flexible as possible, yet maintain the rigid infrastructure required for a research facility. The design/build portion of the project was awarded to Atkins Benham Constructors, of Oklahoma City, in September 2001. This award was based on Benham providing the best overall value for the government.

"The Atkins-Benham proposal was the best answer to the question of how the design would respond to the overall program," said Ellen Fiorentino, Project Architect for Rome Research Site and member of the evaluation team. "Their flexible design solution created an opportunity for interaction with all of the different programs. We especially liked their creative uses of 'attractor spaces' where people could gather and discuss projects."

This flexibility is especially evident in the Main Street area – an open lobby area with 20-foot high ceilings, a technical library, and cafeteria style seating spaces - where the new facility will attach to the existing Bldg. 3. "The Main Street solution was exactly what we were looking for," said Fiorentino. "People from the new facility and Bldg. 3 will be able to meet, have informal and formal conferences, greet dignitaries and access the technical library without having to go outdoors."

A new "High Tech Auditorium," also located on Main Street, is a focal point of the design. This auditorium is a state of the art presentation space that will showcase the Rome Research Site innovations.

Adding to the design complications, Rome Research Site is no longer on a secured base. After the events of September11, force protection requirements and the safety of the personnel were a major concern. The EFA Northeast, Rome Fire Department, Rome Labs Security Forces and Atkins Benham designers worked together to provide proper setbacks, access routes and operational methods to meet those Force Protection rules.

Currently, the design is at the 100% stage and construction has begun. Completion of the project is anticipated to be in the summer of 2003.

"We used a great amount of ingenuity and creativity to meet all of the Labs requirements and stay within the budget allowed," said Bob Ross, Atkins Benham project manager. "We mainly accomplished this by utilizing our Value Engineering process, which is a normal part of our design-build process. It meant involving local New York subcontractors very early in the proposal preparation process and following up with them as the design progressed."

From an overall view, the greatest difficulty in proceeding with the project has been the multitude of different organizations that have had input. Besides the typical User organizational reviews with Rome Research Site, Atkins Benham and EFA Northeast, the GLDC and NY State are briefed quarterly. New York State has requested and received unofficial inspection authority to review the project and document how their gift was allocated and expensed.

Since Rome Labs has no base Fire Department, the group commenting on the fire code aspect of the design is the Hanscom AFB Fire Department near Boston – over 250 miles away. Additionally, since the facility is on a public road, the Rome City Planning Office was included in the design of the parking driveways and curbs.

While there is a diverse and multitalented group of people involved, the team approach is evident in every phase of the project. Since the team stretches halfway across the country, from Massachusetts to Oklahoma, communication is the key to a successful building.

When the project is completed, we will have shown that a multitude of federal, state and private employees can work together to achieve a common goal. At all times we keep in mind that this project is for the workers of the Rome Research Site, but it may help spur the economic turnaround of the central New York area. And in this small town that has received so much bad news over the last seven years, this is really good news.

Reprinted with permission from *Air Force Civil Engineer* Magazine. Wade Brower is the Air Force Material Command MILCON Program Manager.

NAVFAC develops product line plan for FSC

A corporate NAVFAC initiative is underway across the Navy to improve Facility Service Contract (FSC) services to our clients. Recurring facility maintenance provided through FSCs accounts for $1.9 billion of the Navy's budget. The FSC Product Line Plan (PLP) is a programmatic approach to improve FSC services and save scarce OBOS dollars. When we refer to FSCs in the Navy, the following broad categories typically apply:

- Base Operations Services (galley and berthing services)
- Sustainment, Restoration, and Modernization (SRM) (facilities maintenance, HVAC, pier/airfield maintenance)
- Facilities Maintenance Construction (indefinite-delivery-indefinite-quantity roof, paving, painting, and fencing contracts)

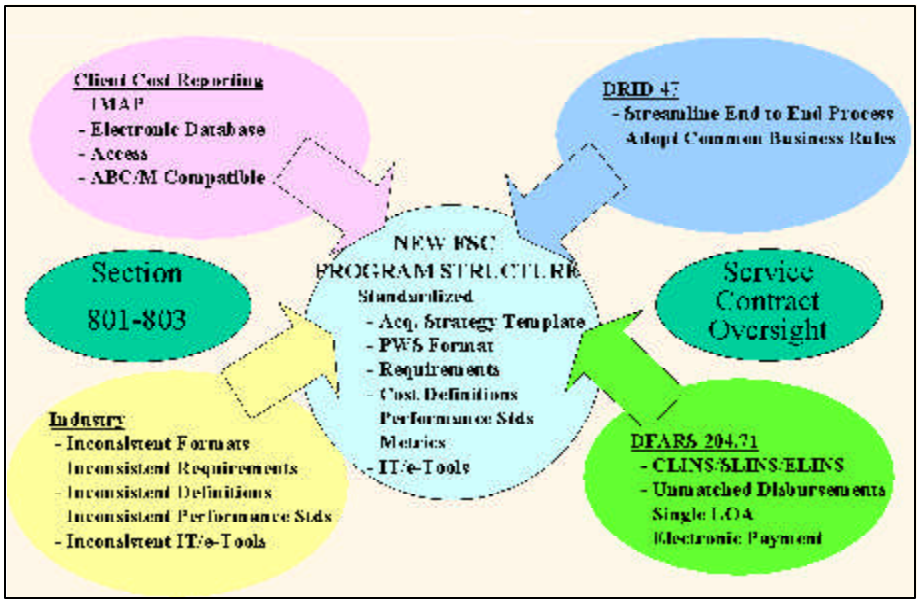
The primary objective of this plan is to ensure NAVFAC provides its Navy clients with better service at less cost while addressing client and industry concerns with current FSC delivery processes. Some of the concerns we are addressing are:

- Inconsistent levels of service
- Insufficient use of Performance Based Specifications
- Multiple formats describing requirements, definitions, specifications and IT
- Ineffective use of e-business tools for ordering and payment of services
- Minimal use of incentives promoting improved contractor performance

To address these concerns and others, the FSC PLP is being developed with the combined involvement of clients, claimants, regional commanders, EFDs, PWCs, Engineering Service Center, and NAVFAC HQ representatives.

The FSC PLP is consistent with and supports the Base Operations Support Business Line Plan (FY-03) whose number one priority is to seek innovation in re-engineering Facilities Support Contracts.

The key components of the FSC PLC are: 1. Client Support and Service, 2. Acquisition Strategy, 3. Policy, Common Business Practices, and 4. Leverage Electronic Resources.



NAVFAC must fully incorporate clients and their requirements into the development and refinement of its FSC product line services. We must enable the client to fully participate in service delivery processes and seek and act on client feedback and objectives.

A clear overarching Navy acquisition strategy will form the backbone for regional contract strategies, which are the real opportunities for NAVFAC to improve service and reduce cost. These regional acquisition strategies will include strategic sourcing initiatives, performance-based contracting, contractor quality control (ISO 9000, CQC) and streamlined ordering and payment processes, just to highlight a few.

Developing and publishing policy, guidance and common business practices will strengthen our ability to deliver on the regional acquisition strategies put in place. Creation of standard templates for FSC services, appropriate levels of service established by OPNAV IPTs/Regional Commanders and making improvements to the delivery of technical support and quality contractor performance will all contribute to improved client satisfaction and reduced cost.

Lastly, a significant opportunity will be taken to leverage the capabilities of electronic resources to ensure electronic business (e-business) practices are used to streamline delivery of FSC services. This will include electronic ordering, integration with NAVFAC enterprise systems, payment processes and methodology for "pushing" real-time status of FSC contract business.

In summary, the goal is performance based acquisition, client collaborative with a keen focus on program performance improvements, cost reductions and innovation not simply contract compliance. Savings will result from adopting commercial practices, incorporating performance based specifications, competition and program management. Indications of success will include client satisfaction and cost savings. In support of these goals, NAVFAC will publish a Navy acquisition strategy with regional specific plans incorporating quality performance initiative and e-business tools.

The FSC PLP presents a real challenge to NAVFAC and the FSC PLP team that is working toward these objectives. At Atlantic Division this initiative is led by Tim Schocklin in the Base Operations Support Division.

EFA Northeast supports Small Business programs with contracts

EFA NORTHEAST—Integrated Product Teams are doing a commendable job of supporting the NAVFAC Small Business Program. As of June 30, EFA Northeast had awarded 93 percent of its NAVFAC target for small business prime contract awards and 100 percent of its NAVFAC target for small business subcontract awards. EFA NE recently made 10 prime contract awards to small business contractors.

Four contracts were awarded to small businesses under two unrestricted advertisements for multiple award construction contracts (MACC) for construction and design-build services. Three of six contracts were awarded to small businesses for the $30 million New Jersey and New York MACC. Personnel that were responsible for this MACC were LCDR Scott Lowe, Tim Cotter, Tony Teti, Eric Hess, Al Randazzo, Nina Ferraro, Lucie McDonald, Fran Buzzetta, LT Dan Grippo, Russ Jorlett and Edward Zgleszewski.

A small business, which will graduate from the 8(a) program this fall, was awarded one of the three contracts under the Northeast MACC to will provide services in Rhode Island, Connecticut, Massachusetts, and New York. Personnel who worked on the Northeast MACC were Gail Thomsen, Mike Hummel, Vince Hill, Joe Liberto, Irene Katacinski, Kenneth Homick, Dave Smith, Ed Hines, Melissa Amend, and Edward Zgleszewski.

A small business has been selected for award of the EFANE's first contract for engineering services for culture resource projects. The maximum contract fee is $1 million. Another small business has been selected for award of the first $30 million contract for operation and maintenance services for various environmental treatment facilities. Personnel responsible for the two environmental contracts are David Rule, Virginia McAllister, Michell Donnelly, Tina Deininger, and Debra Felton.

Finally, four contracts were awarded under the first 8(a) MACC for the New England area to provide services in Rhode Island, Connecticut. and Massachusetts. Personnel responsible for this MACC are Marilyn Colot, Gail Thomsen, Patricia Ring, Edward Watson, Mike Hummel, Brian Kronsberg, Rick Nelson, LTJG Keith Centner, Denise Abraham, Paul Krug, Joe Murphy, Vicky Montani, Kenneth Homick, Joe Liberto, and Edward Zgleszewski.

ESPC saves Maine shipyard precious dollars

By Lt. Cmdr. Bill Duerden

ROICC PORTSMOUTH—Portsmouth Naval Shipyard in Kittery, Maine, using an Army Corps of Engineers Regional Energy Savings Performance Contract (ESPC), signed the first task order with Select Energy Services, Inc. (SESI) in August 1999. At that time, the Energy Service Company (ESCO) SESI invested $10.9 million to install a five megawatt combustion turbine cogeneration system for year-round electricity and steam generation, and make improvements to the shipyard's heat distribution systems. ROICC Portsmouth coordinated the contract and provided construction oversight.

On June 28 2002, a second task order was signed, in which SESI will invest an additional $32 million in upgrades at the shipyard. This "design-build" Energy Cost Savings Project comprises a major upgrade of the power plant. The thrust of the project will be to shut down the 600 psig steam system and convert to smaller, more efficient steam sources generating at 200 psig. Back up power will be included, because the shutdown of the 600 psig steam system will necessitate abandoning the existing steam turbines.

The project consists of installing three major power plant components: one 5.5 megawatt dual-fuel combustion turbine cogeneration system, two 70,000 pph packaged boilers and two 2.2 megawatt diesel generators; infrastructure improvements provided by complete shutdown of the central hot water system, repairs to the compressed air distribution system and shipyard-wide lighting upgrades.

This ESPC project will: 1. Modernize the existing central power/ steam plant, raise its overall efficiency, and streamline plant operations. 2. Eliminate redundancy in thermal energy distribution systems. 3. Provide needed improvements and increased reliability to power systems. 4. Eliminate in excess of $19 million in future repair and replacement projects, and 5. Provide annual preventative maintenance to new systems to maintain equipment performance and long term savings.

This project results in annual savings of $3.4 million, which will be merged with the investment and savings associated with Task Order #1, resulting in a project that will generate total annual savings in excess of $5.3 million. Select Energy Services designs, installs, finances, and maintains these improvements over the 15 year contract term. Under the terms of the ESPC contract, the costs of the project will be recovered during the contract term through verified energy cost reductions. These savings come from avoided costs of energy, operations, maintenance, and equipment repair/replacement. It is anticipated that the project will take approximately 18 months to complete.

Parting Shots

FALL PICNIC--Above, Robin Labby samples one of the entries in the Salsa Competition, being careful not to spill her beer, while Lee Ann Rapp checks in on her cell phone. Below right, David Sammons tries the football toss. Below left, a collection of Halloween shoes found in the Contracts Office.